

## CLAIMS

1. A headrest (10) for a motor-vehicle seat having an upholstery support (P) mounted by at least one mounting rod (13) above the top of a seat back and having housing walls (16 and 18) defining a cavity (25), the front housing wall (16) defining a head-engaging face (A) that has two pivotally arrestable wings (F) flanking a central portion (M), forming a support structure for upholstery (14), and pivotable about at least one upright pivot axis (20), the wings (F) each being formed by portions of the front housing wall (18) that directly define the cavity (25).

2. The headrest according to claim 1, characterized in that the support (P) is mounted via at least one angle adjuster (31, 32) on the mounting rod (13).

3. The headrest according to claim 1 or claim 2, characterized in that the support (P) is formed by two secured-together housing shells (16 and 19), namely a front housing shell (18) and a rear housing shell (16), and the front shell (18) forms the front housing wall.

4. The headrest according to one of claims 1 to 3, characterized in that the front housing wall (18) has a central stationary portion (M), and edges of the central portion (M) each carrying a wing (F).

5        5. The headrest according to one of claims 1 to 4, characterized in that each wing (F) is formed on its outer edge with a rim (23) that overlaps a respective outer edge region of the support (P) and outwardly closes in every pivotal position of the wing (F) the cavity (25) of the support (P).

10       6. The headrest according to claims 1 to 5, characterized in that inside the cavity (25) between the central region (M) of the front housing wall (18) and the rear housing wall of the support (P) there is a block-like brace (26) fixed on the front housing wall (18) and/or on the rear housing wall (16) and  
this brace (26) serves for mounting the support (P) on the mounting rod (13).

15       7. The headrest according to claim 6, characterized in that the brace (26) is fixed on the rear housing wall (16), in particular is unitary therewith.

      8. The headrest according to claim 6, characterized in that the brace (26) is fixed on the front housing wall (18), in particular is unitary therewith.

20       9. The headrest according to claim 6, characterized in that the brace (26) is subdivided along a plane (E) generally parallel to the rear wall (16) and to the front wall (18), and the rear part (26A) of the brace (26) is fixed on the rear housing wall

(16) and the front part (26B) is fixed on the front housing wall (18).

10. The headrest according to claim 9, characterized in that the rear part (26A) of the brace (26) is unitary with the rear housing wall (16) and the front part (26B) is unitary with the front housing wall (18).

11. The headrest according to one of claims 1 to 10, characterized in that the mounting rod (13) is at least centrally held in the brace (26) in the angle adjuster (31, 32).

12. The headrest according to claim 11, characterized by a U-shaped rod bow (29) having two of the rods (13) anchored in a seat back and having upper ends (30) joined by a bight (31) that is surrounded by a friction socket (32) nonrotatably mounted in the brace (26).

13. The headrest according to claim 12, characterized in that the rod bow (29) set between the front housing shell (18) and the back housing shell (16) is held in place by integral interconnection of the two housing shells (16 and 18).

14. The headrest according to one of claims 1 to 13, characterized in that the pivot (20) of each wing (F) is formed by a plastic membrane hinge (19).

15. The headrest according to one of claims 1 to 14, characterized in that each wing (F) has at least one movable friction element (33) that cooperates with a respective fixed friction element (35) fixed on the support (P), the friction  
5 elements (33 and 35) extending along an arcuate path concentric with the pivot axis (20) of the respective wing (F).

16. The headrest according to claim 15, characterized in that the movable friction element forms a part-circular friction rail (35) and the movable friction element is a friction body (33)  
10 bearing with at least one face of the friction rail (35).

17. The headrest according to claim 15 or claim 16, characterized in that the rear housing shell (16) is internally formed with at least one friction rail (35) shaped as a rectangular-section rib projecting into the cavity (25) and having  
15 a lower friction face (36) and an upper friction face (37), the rail (35) being engaged above and/or below by a compact friction body (33) fixed on the wing (F).

18. The headrest according to claim 16 or claim 17, characterized in that the compact friction body (33) is formed of  
20 an entropy-elastic plastic, in particular a PU (polyurethane) foam.

19. The headrest according to one of claims 16 to 18, characterized in that the friction body (33) forms a slot (38)

extending longitudinally along the friction rail (35) and the slot (38) bears from above and from below on the rail (35).

20. The headrest according to one of claims 16 to 19, characterized in that the compact friction body (33) is mounted in  
5 a seat (39) open toward the friction rail (35).

21. The headrest according to one of claims 16 to 20, characterized in that the friction rail (35) has rib-like latch bumps (40) extending transversely of itself.

22. The headrest according to one of claims 2 to 21,  
10 characterized in that a pivot axis (B) of the angle adjuster (31, 32) is close to a top (S) of the support (P).

23. The headrest according to one of claims 1 to 22, characterized in that between the wings (F) and the rear housing wall (16) there are at least indirectly engageable pivot-limiting  
15 stops (21 and 22).